

FOR GOVERNOR,  
THOMAS BRAGG  
OF Northampton.

It is of one thing that we cannot understand, how any of the people of North Carolina, no matter what their party affiliations may have been, can act in connection with a party so radically and totally burst up and divided as the Whig party now is, through the unanimous action of its Northern wing—which hardly pretends even to keep any sort of terms with the South, or to recognize the existence of its Southern associates on any other condition than that of unconditional submission to Northern dictation. The fact cannot any longer be concealed, or its acknowledgment evaded, that the Democratic party at the North is now engaged in a desperate struggle for existence, against every man that can be rallied under the banner of opposition, and to the assistance of what was the Whig party North. The grand point of convergence, is opposition to the Democratic party and to the South. In every election during the pendency of the Nebraska Bill, and since its passage, Whigs and Know-Nothings, and Abolitionists, and Free-soilers, and all sorts of things too numerous to mention, have been leagued together, and too frequently with success. In every State a desperate effort will be made against those Northern Senators and Representatives who voted for the Nebraska Bill, (none of them Whigs,) and for a time, at least, they will be forced into retirement by the united action of the Whigs. How anybody can any longer claim for the Whig party, under these circumstances, a national existence, we repeat that we are unable to see or understand. How Gen. Dockery can talk about it—how he can pretend to wait and see what the Northern have done, is an enigma to us, but, we confess, by Whigs will do, in face of his knowledge of what they mean as great an enigma as to understand how, claiming connection with Northern Whiggery, having been the Secretary of the caucus which elected Fillmore to put up Scott, he can hope to receive the support of a majority of the voters of North Carolina. The thing has come to a point—the option is not left with the Southern Whig party to spurn their abolition friends at the North. That section of the party, now thoroughly abolitionized, has already spurned them; and yet Gen. Dockery will "wait and see." Will others "wait and see?" Will they sustain him in his "wait and see" policy? We think not. We venture to say that this hanging on to a Northern Abolition faction will be sternly rebuked by the people of the State at the election in August next.

Mark the tone in which Cassius M. Clay, that famous Kentucky abolitionist, in his letter to the New York Tribune, denounces every man from the North who voted for the Nebraska bill, as deserving death, and how, in his inability to inflict the penalty of the halter, he demands that they shall be broken upon the wheel of public opinion. He says: "Let no man deal with them in business—banish them from the social circle, and disfranchise them practically forever." Now, mark the fact—every man so denounced is a Democrat—not one solitary Whig among them—and this is one of the elements in the recent local "Whig victories," over which Whig presses at the South have been rejoicing, while Gen. Dockery wishes to "wait and see!"

The "Temperance Convention." We believe it was understood that, at the time when the "Temperance Convention" met here during last Superior Court, it adjourned to meet again Wednesday of June County Court, with a view of awaiting the action of the Democratic County Convention to be held on Tuesday of June Court. We learn that the Convention met on Wednesday night, pursuant to such adjournment, and that the Committee on Nominations, appointed at the former meeting, announced themselves as not being yet ready to report, and asked further time. It is understood, we believe, that this extension of time is requested for the purpose of enabling the Committee to ascertain the positions of the several nominees of the Democratic Convention upon the subject of prohibitory legislation, in regard to the sale or use of liquor. One of the nominees, Col. S. J. Person, is not at present in town, and some time yet intervene before anything definite is known or made public in the matter. We forbear remark for the present, although entertaining very decided opinions of our own upon the subject.

We presume it is generally known that letters have been addressed to both the candidates for Governor asking their views in regard to prohibitory legislation, and that both have replied in their public speeches, that they have nothing to do with the matter one way or the other. That it is the business of the Legislature, and of the Legislature alone, and that neither of them will do any thing either to advance or retard the views of the friends or opponents of legislation in regard to the sale or use of liquor.

Our Hotels. It will be seen from our advertising columns that the Carolina Hotel has changed hands, and is now under the proprietorship of Messrs. Brown and Vincent, who are having it very thoroughly renovated and fitted up. The new proprietors seem determined to use every exertion to make their house worthy of patronage, and to leave no ground of complaint.

Everything in the shape of progress and improvement is worthy of the most cordial approval on the part of the public and the press. Our hotels have been very much talked against in many cases, we think, unreasonably. While in some there can be no doubt that there has been considerable room for improvement, and this improvement is making and has been made. The proprietors of our three leading hotels are fully alive to the spirit of the times, and are among our most energetic business men. We may say that we have found far inferior accommodations in towns, the citizens of which are loudest in their complaints against our hotels.

We trust that the energy and determination to please, evinced by the new management of the "Carolina," may meet their reward. There is room for all, and there will be more, we think, than they can accommodate. The travelling public can find as good accommodations in our Wilmington hotels as they can out of the large cities, and as clever landlords as they can anywhere.

It will be seen by the proceedings of the Democratic County Convention, held in the Court House last Tuesday night, that Owen Fennell, Esq., was nominated for the Senate, and S. J. Person and Thos. H. Williams, Esq., for the Commons, and a Committee appointed to apprise these gentlemen of their nomination. We have not yet received the correspondence, and cannot yet say whether the nominees will accept. As soon as they have signified their acceptance they will be in the field as the Democratic candidates for the Legislature from this county.

The New Hanover county Jail was sold on Tuesday last, by order of Court, by Sheriff Hall—R. H. Grant, Esq., was the lucky bidder, at \$6,800. We believe it is contemplated to convert the old Jail into a Hotel. It seems to us that it would have been the very location for the Town Hall so often talked about.

## The Foreign News.

In the foreign advices by the Pacific, we find little of interest. No great progress seems to have been made on either side, though, upon the whole, the balance of actual progress seems to be with the Russians, who threaten inevitably to take Silistria, unless some more active measures be soon taken for the relief of that important fortress, than the allies have yet adopted. The operations in the field or at sea, however, are comparatively insignificant, the main interest hanging upon the movements of the German Powers. The rise in the English Funds is significant in this connection, as affording evidence of a growing belief, in money circles, that these powers will eventually co-operate, to some extent, at least, with the Western Powers, in bringing the existing hostilities to some conclusion, though not, perhaps, to such a decisive result as the ardent crusaders against Russia might desire. Austria and Prussia have a deep interest in the re-establishment of peace, their own situation between the belligerent parties being perilous in the extreme—being threatened on all hands—Austria in her Hungarian and Polish provinces by Russia; and Prussia in her Rhish provinces by France. It is probable that their weight being thrown into the scale, might induce Russia to make concessions to them, as it were, which her pride would refuse to the demands of the Western Powers, and these latter be compelled to put up with less satisfactory guarantees than they have hitherto claimed from their powerful antagonist. In any case, however, Turkey is doomed, if she be not already gone. Her wishes will be but slightly consulted in a matter in which she is nominally the principal party, while her distinctive national character has already been sacrificed by the concessions imposed upon her by her friends. If Turkey was a "sick man" before the occurrence of the recent difficulties, she is now a very sick man, and cannot long survive.

Directly, our interest in these matters is small, but incidentally it may be very great; for if the Eastern Question should be summarily patched up, leaving England and France in alliance, with immense armaments at their disposal—unexhausted by a protracted struggle—jealous of the progress of the United States—with appetites for interference whetted and unsatisfied, it is difficult to define the limits to which their movements might be carried in this hemisphere, or to foresee to what measures the United States might be forced to resort for the maintenance of her honor and interests. It would be folly for us to conceal the fact, that, in case of hostilities, under these circumstances, our commercial and general prosperity must be disastrously affected.

But perhaps these speculations may all be premature. The complications of European politics may be only commencing. It is more than probable that they are. It is certain, however, that the action of Austria and Prussia augurs nothing favorable to the popular cause in Europe, and if taken at all, will be taken with a view of having matters hushed up somehow, for fear that stones may be cast against their own glass houses.

The expected Message of the President may perhaps throw some light upon the vexed question of our own relations with Spain. So far all connected with that subject is surmise.

65. The Fayetteville Observer, of the 13th inst., contains an article in relation to a connection from this place directly West. It presents considerations worthy of the attention of our community. We wish, however, to correct some mistakes into which the Observer has fallen. The distance from Charlotte to Charleston is not now 280 miles by Railroad. It is only 245—135 from Charleston to Columbia, and 110 from Columbia to Charlotte. The proposed route from Charlotte to Wilmington would not bring Charlotte within 298 miles of Charleston. On the contrary, the point of junction between the proposed new Road and the Manchester Railroad, would be about 180 miles from Charlotte by railroad, while it would be only 50 to Wilmington. The suggestion of the Observer in regard to the short distance necessary to make a connection between the proposed Road and the South Carolina Roads, at a point between Wadesboro and Beaufort, has engaged attention here already.

## The Boston Affair.

The writer of a letter from Boston, a portion of which is published in the Charleston Mercury, very properly remarks, that the enforcement of the law in regard to Burns, the fugitive slave, was a triumph of law and order; but it was from a love of law and order at home, among themselves, and not of any love for the South, nor any desire to do justice to her. Had it not been that the peace and security of Boston were concerned, would the city authorities have moved hand or foot to have done justice or secured the enforcement of a law, framed for the purpose of doing justice to the South? There was plainly a wish to avoid the requirements of the law—at least, a wish that they could find a way to escape from them. So far, indeed, as the local authorities in Massachusetts are concerned, all that can be said is, that their regard for their own interests, their own peace and their own security, was sufficient to overcome their reluctance to see justice done to a Southern man, by the return of his negro. And yet these are the people who lay claims to extra righteousness, and whine over the repeal of the Missouri Compromise, while they live in daily violation and antagonism to an express provision of the Constitution.

66. A large Public Hall is very much needed in this place, and we can't understand why the "fathers" of the town will not erect a suitable building for the purpose. A town (or city, as some are disposed to call Wilmington), with ten thousand inhabitants, and Real Estate assessed at over \$3,000,000, to be without one public building or public square, is perfectly ridiculous and shameful.

A CASE OF CONSCIENCE.—Some time since the Collector of the Port of Georgetown, S. C., received an anonymous letter from Beaufort, N. C., enclosing a North Carolina Bank note for one hundred dollars, stating that the person sending it justly owed it to the United States. The Collector at Georgetown wrote to the Department at Washington in relation to the subject, and was instructed to send the note to the Collector at Wilmington, who could get the specie for it and deposit it in the U. S. Depository here, which has been done. It may be some satisfaction to the sender to know that his wishes have been carried out.

## Delegates to the Rail Road Convention

To be held at Charlotte, on 4th July, appointed under 4th resolution of a meeting of the citizens of Wilmington, held 29th May. Gilbert Potter, Chairman, E. P. Hall, H. L. Homes, A. D. Moore, Dr. J. L. Meares, J. A. Taylor, J. S. Green, R. F. Brown, E. D. Hall, W. W. Pearce, Geo. Houston, D. McMillan, Jas. Anderson, Gen. A. McBee, A. H. Van Bokkelen, A. J. DeRosier, Jr., Col. Jno. McKee, Geo. Davis, M. London, T. D. Walker, Thos. Loring, T. Burr, Jr., R. C. Homan, Jos. R. Blossom, W. A. Gwyer, Dr. J. O. Bellamy, Jno. Dawson, J. M. Robinson, Geo. R. French, O. G. Parsley, Ed. Kidder, N. N. Nixon, M. Costin, W. C. C. Bettencourt, C. D. Ellis, C. H. Dudley, S. D. Wallace, H. H. Nutt, J. H. Flanagan, J. E. Metts, J. W. Hall, J. G. Wright, R. G. Rankin, L. J. Fleming, Donl. McKee, Jos. J. Lippitt, S. P. Polley, Alfred Martin, Danl. DuPre, O. L. Fylyar, Dr. Jas. H. Dickson, D. Lamont, P. M. Walker, Thos. H. Wright, James Cassidy, Gen. James Owen.

The Chairman of this delegation has authority to fill vacancies.

## For the Journal.

Fourth of July at Long Creek. At a meeting of the citizens of Long Creek and vicinity, held at the store of Messrs. Moore, Jones & Co., on Saturday, the 10th inst., for the purpose of taking measures towards a proper celebration of the anniversary of National Independence by the citizens of Long Creek, on motion of Dr. S. S. Satchwell, Mr. George J. Moore was called to the chair and Dr. John C. Broadhurst appointed Secretary.

After a brief explanation of the object of the meeting, the Chairman, on motion, appointed a committee of arrangements, consisting of five Citizens to carry into effect the purpose of the meeting.

The committee consisted of the following gentlemen: James Garrison, Esq., James P. Moore, Esq., Mr. William Frederick Jones, Dr. S. S. Satchwell, Dr. John C. Broadhurst.

After a very able and eloquent remarks from Dr. Satchwell, on motion, the Committee proceeded to select an Orator for the day, which resulted as follows, Mr. George J. Moore, to deliver an Oration, Mr. Fletcher H. Bell, to read the American and Dr. John C. Broadhurst to read the Mecklenburg Declaration of Independence.

On motion of Dr. Satchwell the thanks of the meeting were tendered to the Chairman and Secretary.

On motion of Mr. Loti Croom, the proceedings of this meeting be published in the Wilmington papers—meeting adjourned.

GEORGE J. MOORE, Chairman.

DR. JOHN C. BROADHURST, Secretary.

LONG CREEK, New Hanover county, June 12th, 1854.

MR. GEORGE J. MOORE:

Dear Sir:—The citizens of this place and vicinity held a meeting on Saturday last, with a view of celebrating, here, the approaching Anniversary of American Independence.

The undersigned were appointed a committee of arrangements on that occasion.

We have to inform you that the committee have selected you as Orator on that day, and we indulge the hope that you will consent to deliver the Oration here on that ever memorable day.

Very Respectfully,

JAMES P. MOORE, Chairman.

WM. F. JONES, Secretary.

S. S. SATCHWELL, Committee of Arrangements.

J. C. BROADHURST.

CEDAR DALE, June 12, 1854.

GENTLEMEN:—I have received your kind letter of today, informing me of the patriotic determination of the citizens of Long Creek to celebrate the ensuing 4th of July, and requesting me to deliver the Oration on that occasion.

I thank you, gentlemen, for this mark of your favorable consideration. I feel my inability, and I fear you have overrated my capacity, like any other man, I am a plain farmer, and make no pretensions to the qualifications of an orator.

But still if you think I am able to add any thing of interest to the exercises of the day, I am willing to comply with your invitation.

Very truly yours, G. J. MOORE.

JAMES GARRISON, Dr. S. S. SATCHWELL, J. P. MOORE, W. F. JONES, Dr. J. C. BROADHURST.

For the Journal.

LONG CREEK BRIDGE, June 10th, 1854.

MR. THOMAS J. NORCOM:—Sir: In behalf of ourselves and other citizens of this community, we address you this communication.

There is to be a 4th of July celebration here this year, and in the afternoon of that day, after the regular exercises of the day are over, it is proposed that you should address the people on the political topics of the day.

Admiring your talents and patriotism, we hope you will accept of this invitation.

G. J. Moore, James Garrison, F. H. Bell, John Jones, James P. Moore, W. T. Newell, T. R. Lippitt, W. Rivenbark, J. W. Wagstaff, D. E. Robitzech, H. M. Lewis, John C. Broadhurst, Robert Henning, Edward Walling, W. F. Jones, Arthur Stucky, S. S. Satchwell.

WILMINGTON, June 14th, 1854.

Gentlemen:—Your very kind note, containing a proposal that I address you on the fourth of next month, upon the political topics of the day, was duly received, and it will afford me pleasure to accept your polite invitation. Very respectfully,

Your obt. serv't.

T. J. NORCOM.

To Messrs. G. J. Moore, James Garrison, F. H. Bell, John Jones, James P. Moore, W. T. Newell, W. Rivenbark, J. W. Wagstaff, D. E. Robitzech, H. M. Lewis, John C. Broadhurst, Robert Henning, Edward Walling, W. F. Jones, Arthur Stucky, S. S. Satchwell.

For the Journal.

WILMINGTON, N. C., June 13th, 1854.

Pursuant to previous notice, the Convention of this County met at the Court House on Tuesday evening, and was organized by calling J. M. Stevenson to the Chair, who explained the object of the Convention in a few brief and pertinent remarks.

The majority vote was adopted as a rule for the action of the Convention.

The Convention then proceeded to ballot, whereupon O. Fennell was nominated in the Senate, and T. H. Williams and S. J. Person in the House.

On motion, a vote of thanks was tendered to the Chairman and Secretary for their services.

On motion, the Convention adjourned.

J. M. STEVENSON, Chairman.

N. H. FENNEL, Secretary.

For the Journal.

Railroad Meeting in Onslow.

On Monday of Court week, the 5th of June, the citizens of Onslow county held a meeting for the purpose of taking into consideration the project of a Railroad from the West to Beaufort Harbor.

On motion of W. F. Manson, Owen Huggins, Esq., was called to the Chair, and T. R. Wilson appointed Secretary.

Having briefly and clearly explained the subject of the occasion, on motion of Maj. G. I. Ward, the Chairman appointed a committee of five, to draft resolutions expressive of the sense of the meeting. The committee was composed of the following gentlemen, to wit: J. N. Sanders, G. I. Ward, W. F. Manson, D. A. Humphrey and Dr. Charles Duff.

Calls for addresses were now made and responded to, by Messrs. Houston and Hill, of Duplin; Hall, of Wilmington; and Green and Stevenson, of New-Berne; and from the deep interest manifested by the crowded audience throughout the delivery of their respective speeches, on the great subject of Internal Improvement, we then felt that we now proudly assert, that the spirit of the people of Onslow is more than equal to the bold enterprise before them.

The committee, in due time, submitted the three resolutions relative to the construction of the Road; their unanimous adoption was followed by a motion from Harvey Foy, Esq., amended by Mr. Stevenson, which resulted in the unanimous adoption, and in the incorporation of the last principle and resolution.

The following embrace the whole: WHEREAS, It is proposed to construct a railroad from the town of Fayetteville to the harbor of Beaufort, to pass through the Counties of Onslow, Duplin and Beaufort; and that the citizens of the County of Onslow enter heart and soul into this enterprise, and hereby pledge themselves to devote all their energies, physical and mental, to secure its final success.

Resolved, That we believe this proposed road to be eminently a State work, leading, as it does, from our central rich and fertile district to the deep harbor on the Southern sea coast; and, therefore, we urge upon the State to lend to this work a helping hand.

Resolved, That we think the time has arrived for the full development of the resources of the various sections of the State; and while we press upon the attention of the State this work, in which we are peculiarly interested, we do not feel indifferent to the enterprises proposed for the benefit of other sections of the State.

WHEREAS, The citizens of the County of Onslow feel proud of the position which their distinguished fellow-citizen, Hon. Edward B. Dudley, occupies, as the pioneer of our system of Internal Improvement; and as we believe he will be gratified to learn that his native County is about to follow the glorious example he has set them in—therefore we proudly assert, that the spirit of the people of Onslow is more than equal to the bold enterprise before them.

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## For the Journal.

Richlands, Onslow county, N. C., Tuesday, 4th June, 1854.

MESSRS. EDITORS:—On yesterday, being Monday of our Court, we had a Railroad meeting at Jacksonville, and I should do injustice to the occasion, and violence to my own feelings, to withhold my meed of approbation, however feeble it may be, or however humble the individual by whom it is offered.

Onslow county has done nothing for herself long enough; it is now time for action: we deserve no assistance from others, unless we first try to help ourselves. Let us not only have a meeting and speeches, and memorialize, survey and quit, with so feeble an effort as was made towards removing the obstructions of that work doubtful, and any effectual remedy very remote, though desirable—for the obstructions hang like an incubus on the prosperity of the County. If, by the improvement of the Cape Fear River, New Inlet is shut up or obstructed, that will subject our New River Schooners to the same exposure at sea.

The New River Improvement, as to trade between this place and Wilmington; therefore, let us enter into the Railroad scheme; that is practicable, and that we can have. There is timber in abundance close at hand—the grading will be moderate; in fact, it will pass through a level Country. That will open a beautiful River, without oyster rocks or waves, flowing through our County, and benefiting every part.

Where is the man who would dare to lift himself up in opposition to the onward march of this great and mighty work?—a work not for us alone, but for posterity. Let us have a Railroad—let it come through our County and intersect the Road from Goldsboro' to Beaufort, or let it go to Beaufort or on Beaufort harbor. I hope and pray that I shall live to hear the roar of a Railroad car in Onslow County, and the shrill cry of the whistle. I have no hesitation in stating what I did four years past—that I was and am, willing to give one half of my real estate to the Company, if the Road passed through my plantation, and then be a richer man than I now am, more especially if a depot was established there. We want an outlet—we want a flowing stream to carry off our produce; that stream we can have in a Railroad, and I enter heart and soul into it. I am not one who will talk only, but willing to do, so far as my small mite will go. Why, Messrs. Editors, I would work by the light of the moon—hoe corn or weed potatoes—and renew every energy and increase every effort to make an extra dollar, to pay expenses to ride so well, so quickly, to Beaufort, and let the sea breeze blow the ague and fever off me, or fly, with almost lightning-speed, to the Mountain top, to give the air an air drink good water. Give us the Road! Who is opposed to it, let him be "Anathema Maranatha!" When the Road comes, let us look to facts, and we need no stronger appeal.

Shall we not give a free expression of sentiments and opinions, and never cease until we shall have a Railroad through Onslow county, if possible? For the want of improvements in the East, we are to be a backward and a degraded people, and the land of our forefathers, and go where they are? Not a thousand times no! Let us go to work—we, the masses, the common people—for we have some rich men who may be opposed to the Road. They are rich; they have all that heart can desire, improvements and all; they don't want a Railroad—and to them it is a matter of indifference whether we get \$2 per barrel for Turpentine or 50 cents. The rich will grow richer, and the poor poorer, if we remain as we are. I have worked hard but prospered not; and though my nose may be upon the grindstone, I am determined to do all I can to forward this work.

I have suffered in consequence of tardiness in our facilities; after the storm of 1850, which blew our fodder away, I ordered hay from New York—it soon arrived in Wilmington, and here I was without a bundle of fodder or pound of hay, and ploughing my horses. While at Messrs. DeRosier & Co. I had an abundance of hay and straw, but I had no money to buy and to spare. Thus I suffered for two months and more. I also had goods left New York, 17th April, 1854—they soon arrived in Wilmington, and remained there till the 30th of May, and were then put on a schooner from New River. I suppose about the 20th or 25th of June I may hear of them at the landing, and I consider that a quick trip. It consumes time and money, and I am sure, if we get goods from Wilmington to Onslow C. H., or to Tar Landing, than from New York to Wilmington. We want something that will go ahead, and not wait for wind or tide—and give us ingress and egress, and not have to wait for Turpentine on the banks of rivers, and wait for water, or let leakage or cooperation, or other expenses consume nearly its value; give me a good and business, it makes nothing by the operation, and let me wear out, and not rust out.

I am, very respectfully, your obt. serv't.

J. H. FOY.

Railroad from Wilmington to the West.

It is quite natural, and highly commendable, that Wilmington should desire a better connection with the Western part of North Carolina, to say nothing of the Mississippi, than that which she now has, or will have when the N. C. Railroad shall be completed. All her enterprises have proved to be productive of trade, wealth, and population. And those already completed will be as nothing compared with the results of a direct connection with the West.

The question is, in what direction shall that connection be made?

I had an opportunity recently of hearing from one of the most liberal and intelligent merchant which that or any other community can boast of, that he favors a rail road from Wilmington to Fayetteville, to connect with our Western Road to the Deep River Coal Mines, and thence to the N. C. Road, at the Eastern terminus of the Western extension. And we learn that a correspondence has been going on between himself and a gentleman here on the subject.

And further, that the N. C. Railroad shall be completed. All her enterprises have proved to be productive of trade, wealth, and population. And those already completed will be as nothing compared with the results of a direct connection with the West.

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And further, that the N. C. Railroad shall be completed. All her enterprises have proved to be productive of trade, wealth, and population. And those already completed will be as nothing compared with the results of a direct connection with the West.

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